airspace management will be jointly operated/managed by the Civil and Defence Personnel.

(g) No, Sir.

Performance of open sky policy

, 5234. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have critically evaluated performance of "open sky" policy at the highest level to draw an action plan for healthy growth of Indian Airlines and Air India in the next 5 years with the onset of globalisation;

(b) if so, the details thereof alongwith the proposed structural changes in the \ organisational set up, if any;

(c) what are the proposals under consideration for starting new international/domestic lines during the current year and rationalisation of flight operations both international/domestic proposed, if any; and

(d) the performance of Indian Airlines/Air India during 1994-95 by standard parameters/norms and how does it compare with the corresponding previous period?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) 'Open sky policy' has been adopted only for cargo operations. On international sectors, Government continues to follow the bilateral agreements system for scheduled passenger transporation. While there is no immediate proposal of structural changes, Indian Airlines and Air India are taking steps towards integrated functioning in some sectors.

(c) Opening of new routes/ rationalisation of routes depends on their economic and commercial viability. This aspect is monitored constantly by the two airlines and changes in the operating pattern are made as and when necessary.

(d) As per the provisional figures, Air India has made a profit of Rs. 26.49 crores in 1994-95 compared to a profit of Rs. 201.90 crores in 1993-94. Indian Airlines has incurred a loss of Rs. 234.55 crores during 1994-95 compared to the loss of Rs. 258.46 crores in 1993-94. Other operational/financial parameters are being finalised.

Bogus aircraft parts

5285. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have received any report from the senior executives of Hindustan Aeronautics Ltd. on bogus aircraft parts;

(b) if so, what action Government propose to take in this regard; and

(c) whether Government will impose strict quality control measures on aircraft part produced in the market?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Government is not aware of having received arty such report. However, a Deputy General Manager of Hindustan Aeronautics Ltd. (HAL) had presented a paper entitled "High treason with bogus spares" in his personal capacity in a workshop conducted recently by the Aeronautical Society of India. The objective of the paper was to forewarn personnel working in the field of aeronautics against jnalpracticts in the world market relating to aircraft spares.

(c) The production of aircraft parts in India is undertaken by approved organisations and firms. For imported aircraft parts they must be accompanied with Approval Tag/Release Note signed by Release Note Signatory duly approved by the Airworthiness Authority of the country of manufacture.

Aircraft parts/accessories produced indigenously by HAL undergo strict quality control checks by its own quality control division and by an independent quality assurance agency.

As per the rules/regulations, the organisations engaged in aircraft parts manufacture should have the approval of DGCA.

Chaotic conditions prevailing at Sahar International Airport

5236. SHRI SATISH PRADHAN: Will the Minister ot CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to the newsitem which appeared in supplementary 'Bombay Times' of Times of India, dated 18th April, 1995, Mumbai edition, under the caption "Sahar Airport terminally ill".

(b) what is Government's reaction on the derogatory remark passed by prominent Indians and Non-resident Indians visiting India; and

(c) what measures Government propose to take to remove the shabiness/ chaotic condition prevailing at that International Airport?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) and (c) While most of the items of the report are exaggerated, the corrective measures in respect of upkeep of the airport are being taken by the Airports Authority of India.

International seat capacity

5237. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many airports across the country would be of International standard by June, 1996;

(b) whether Jaipur Airport in Rajasthan is likely to be declared/given the status of international standard by the same year; if not, by when; and

(c) whether the International seat capacity to India had been augmented; if so, by how much indicating average seat capacity per week privided by such Airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Airports Authority of India is developing 14 domestic airports with provisions for customs and immigration facilities for limited international operational whenever required. Out of these, work on 10 airports including Jaipur would be completed by June, 1996. It is not proposed to declare Jaipur airport as International airport.

(c) Yes, Sir. A list indicating the foreign airlines operating as on 28.4.95 and number of seats per week provided by these airlines is at statement.

Statement

Names of Airlines operating Scheduled International Air Services and No. of seats offered per week

S.No.	Name of Airlines	Capacity per week
1.	Aeroflot	1556
2.	Air Canada	1196
3.	Air France	1284
4.	Ariana Afghan	1216